

ANCIENT CADILLAC MAKES LONG RUN

Twenty-Year-Old Relic Comes
Here From Detroit Under
Own Power.

Even Automobile Row received a thrill the other day when a one cylinder automobile twenty years old rolled down Fifth avenue, swung into the City Hall plaza and triumphantly chug chugged away, while the pilot delivered a message of greeting from Mayor Couzens of Detroit to Mayor Hylan. The ancient car had just finished a 783 mile trip from its birthplace, Detroit, every mile of the journey being made under its own power.

The trip made by the ancient automobile was an accompaniment of the celebration of the twentieth anniversary of Cadillac. It started from Detroit less than a week ago, stopping at the principal cities en route, where its antiquity attracted crowds of automobile enthusiasts. The route taken by the elderly automobile led from Detroit, through Toledo to Cleveland, Ohio.

From Erie the model A "Cadillac" swung into the southern tier route, going through Jamestown, Olean, Hornell, Elmira, Binghamton and Middletown. The route carried the old car over the Catskills some of the grades calling for extraordinary hill climbing ability.

Ingalls M. Uppercu, president of the Detroit Cadillac Motor Car Corporation, piloted the ancient car as far as Erie, Pa. From there it was taken to its destination by Lucian B. Burne of the New York organization.

Both the pilots are veterans in automobile circles. Mr. Uppercu started his connection with the motor industry in 1896. Besides being a pioneer in automobile row he is head of the Aeromarine Airways, Inc. Mr. Burne drove the first Cadillac car unloaded in New York down Broadway years ago before traffic officers and signals were known. Charles Brewer of the Detroit Cadillac Motor Car Corporation accompanied the car as mechanic. Bruce Swaney of the Detroit plant also made the journey with the elderly "Cadillac."

The trip from Detroit was not without thrills, for many miles of the journey over the steep hills of the southern tier were made by night. Going from Jamestown, N. Y., to Olean the party encountered a blanket of mist so thick that the lights on the car could not penetrate it. Mr. Burne virtually had to feel his way along the road.

The old car possesses many unique characteristics. It has a curved hood concealing the radiator, a chain drive and motor amidships. It is built on the style of a horse drawn phaeton, and seats four passengers. The quaint door and latch at the back by which the passengers enter caused much comment among those familiar to the luxurious tonneaus of the modern automobiles. It cranks from the side. Although a score of years old, the motor possesses high compression. When cold a strong arm is required to start it. The tank holds eight gallons of gas. This is sufficient for a long trip, as the car makes about twenty-five miles to the gallon. Thirty-five miles an hour is obtained over smooth roads.

The Detroit Cadillac Motor Corporation has given this antiquated automobile a place of honor in its shop room at Broadway and Sixty-second street.

Eighty Delightful Miles



A traveler once said that any one who can live in this part of the world can live anywhere. He was making a slam at our extremely hot summers, with an equal punch at our severe winters, which one has to admit are very cold and penetrating. But he overlooked the most beautiful season of our year, autumn. October is here, full of joys for everybody. Ideal for hikes, outdoor sports, and a hundred other recreations. But October means as much, or perhaps more to the owner of a motor car than to anybody else. The only thing that worries him is, "Where shall we go to-day?"

This week's tour covers a portion of New York and New Jersey over some splendid roads. So often a beautiful trip is spoiled by bad roads. But this itinerary is exceptional in its wonderful panoramas which open on all sides, together with the fine smooth road surfaces. The conventional signs for view-points used by the Michelin touring people is a small fan as shown on the map. Space does not allow the conventional emphasis of all the beautiful views so

we thought a good name for this trip would be "The Fan Tour."

By reading the directions and following the map we are sure you will realize more than ever the value of specially prepared tours. From now until cold weather we shall show at regular intervals new trips for the New York motorist.

Proceed up Riverside Drive and Broadway to Yonkers. In Yonkers we meet trolley tracks running left and right to those we have been following. Turn left and take the first turn on right away from tracks, which is Broadway. Ascend and later descend steep grades.

From this point the road for the full distance to Tarrytown is attractive, but some very fine views of the Hudson and Palisades are spoiled by residences and trees on the west side of the road. However, we get a glimpse of the river through short sections of clearings and a prolonged view just before reaching Hastings.

Keep left of the Longue Vue Restaurant and take the right fork on entering Dobbs Ferry, but on leaving turn sharp left, through Irvington to Tarrytown.

This section of the road passes large and beautiful residences, which are situated on the hillside. Notice a very fine view across the Hudson just before entering Tarrytown.

Main street leading to the ferry is very steep and we suggest to those motorists who lack confidence in their brakes to go on North Broadway, take left on Central avenue and left on Orchard street entering Main street just before the railroad crossing.

The tourist should make a point of taking in the views up and down the river during the crossing. To the north the Hook Mountain can be seen with its base jutting into the river. To the south there is hilly country on both sides of the river.

Landing at Burd street, Nyack, we get on Main street by turning right either on Piermont avenue or Broadway and proceed west to Midland avenue, where turn right for Haverstraw.

This section is extremely picturesque. The road rises to 500 feet above the Hudson and panoramas spread before us right and left—the Hudson with hills on its eastern side, the Ramapo Range standing up like a series of irregular cones and Hook Mountain in front. A little further along the road just before descending the hill a fine vista of Rockland Lake and the surrounding country opens before us, then a nice drive with views alongside Rockland Lake itself.

Keep left on the road to Congers, noting that four railroad tracks are crossed between Rockland Lake village and Congers. We turn right after passing the station. Two miles along this road we again reach high ground overlooking the Hudson. Haverstraw is seen below with the Tora standing sentinel. Notice the peculiar hook formation of these mountains.

Looking back over the Hudson, Croton Point is discerned forming a bar like half way across the river. Added to these attractions are very excellent roads. We do not enter Haverstraw proper, but continue until we reach Montrose Cemetery and Collins's Garage, where we take the left fork, keeping the Tora on our left and drive over a four mile stretch of bumpy road. Keep left of fork further on this road and later turn sharp right on the road to Mount Ivy Station, Ladentown and Suffern; the road straight ahead goes to Spring Valley.

At Ladentown we reach the base of the Ramapo Mountains and keep them to the right until Suffern is reached. At one point on the road a view is obtained which takes in the full length of this range to the south, and the tourist should not miss this feature.

The railroad tracks are crossed on the left turn in Suffern, and then it is a straight road to Hoboken via Mahwah, Ramsey, Allendale, Waldwick. One and a half miles beyond Hoboken the road turns right for Hackensack, passing golf course on the left at half way.

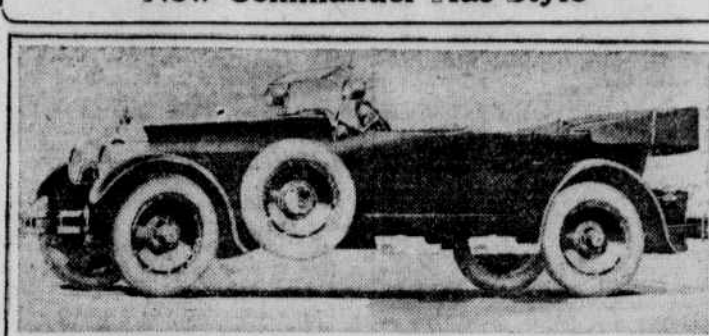
The scenery on this road is attractive but does not compare with that beyond Suffern. We pass through Hackensack by way of Passaic street and Anderson street over the Hackensack River bridge to Englewood and ferry beyond. No directions from Hackensack to Dykman street ferry are necessary beyond pointing out that a turn right should be made from the Hackensack-Nyack road in order to reach Englewood.

The tour covers eighty miles of picturesque scenery with only four miles of bad surface.

Carburetor Fire.

In the rare cases where the carburetor catches fire because of a backfire the configuration may be extinguished by turning off the kerosene and then racing the engine. In this way the engine sucks the flaming liquid out of the carburetor and so the fire dies out of itself.

New Commander Has Style



The Commander, a new car selling for \$5,000, is here. It is the product of the Commander Motors Corporation of Chicago, whose officers are Charles H. Wilcox, president; Nicholas Schmidt, vice-president; Hugo W. Ogren, vice-president; and Sidney R. Flett, secretary-treasurer.

This new car has very pleasing lines and a lot of power. It was designed by Hugo W. Ogren, who for fifteen years designed and built special cars for a select, high class trade, which wanted only cars of marked individuality. He incorporated in the Commander all the best features of these special creations. The new Commander has a Continental de luxe engine of six cylinders, a Rayfield carburetor and Bosch ignition

and lighting. Its S. A. E. horsepower rating is 31.54 and its gear ratio 4.3-13 to 1. It is one of the most completely equipped cars in the world. In addition to the regular head and tail lights it carries two spotlights, two sidelights, two tonneau lights and a light under the hood illuminating both sides of the engine. There are two spare wheels complete with tires, tubes and covers; triple bar spring bumpers, a trunk on the rear, containing two suitcases 18x22x6, a tire pump with drive through the transmission and Houdaille hydraulic shock absorbers.

A special feature is the assembly of all instruments, usually placed on the dash, in a compact case on the steering wheel.

CLOSED CAR SHOW BOOSTED BUSINESS

As a result of the recent show in Grand Central Palace automobile dealers generally in this city are more than ever convinced that the use of closed cars will be greatly increased during the coming year.

The attendance and general interest shown left nothing to be desired, according to John O. Hofbauer, sales manager of the Morrow Motors Corporation, distributors of Earl and National cars at 1781 Broadway.

"The public is not only buying more closed cars than ever before, but has accepted as common sense practice the more general use of leather instead of cloth for interior upholstery," says Hofbauer. "We found this particularly true of physicians and contractors, who look for service as well as comfort in their closed cars."

"The introduction of the National closed sedan at the show was a great success. No car I have ever been associated with got more attention at its first showing than this latest and smartest creation."

"The Earl cabriolet also proved very popular with show visitors because of its compactness and individuality."

SEVEN NATIONS WILL EXHIBIT AT THE SALON

Preliminary announcement of exhibits for the forthcoming Automobile Salon to be held at the Commodore, New York, from December 3 to 9, and at the Drake, Chicago, January 27 to February 3, discloses entries of fine cars from seven different nations, the largest number since the start of the world war. England, France, Belgium, Italy, Germany, Austria and the United States will be represented by cars which are internationally famous and which will mount custom coachwork that is the latest creation of carroseries equally well known.

This, the eighteenth annual Auto-

mobile Salon, also promises to set new standards in chassis design and in luxuries of appointment and equipment of custom built bodies. As heretofore, it will serve to introduce the new body styles and types which the carroseries have developed for the coming year, as well as the innovations in chassis engineering from the world's leading automobile factories.

The makes of cars already entered for the forthcoming Automobile Salon at New York are Benz, Brewster, Cadillac, Cunningham, Daniels, Duesenberg, Hotchkiss, Isotta Fraschini, Lafayette, Lanchester, Lincoln, Locomobile, Marmon, McFarlan, Minerva, Packard, Peerless, Rolls-Royce, Rubay, Steyr, Sunbeam and Winton. Carroseries having special exhibits are Brewster, Brooks, Ostrick, Demarest, Fleetwood, Healey, Hibbard, J. B. Judkins, Le Baron, Locke, and Rubay. While there are no separate exhibits of accessories all that is appropriate in the way of equipment for the motor car is exhibited.

DODGE BROTHERS' CAR IN NEW SALESROOM

Stratton-Biles Company, who have been located at 1847 Broadway, at Sixty-fourth street, for the last six years, have established their new salesroom and used car department on the northeast corner of Fifty-seventh street and Broadway.

In addition to the regular line of Dodge Brothers cars they are exhibiting an exclusive town brougham, suburban sedan and sport roadster, which are attracting favorable attention. The practicality of Dodge Brothers chassis for special body work is evidenced by the exceptionally handsome custom built bodies now on exhibition.

Due to the new all steel construction of Dodge Brothers sedan there lately has been turned into the used car department for exchange a large number of standard sedans with wooden bodies, which are being offered at attractive prices.

LONG ISLAND ROADS IN GOOD CONDITION

Many Opportunities for Motorists to Enjoy Themselves in Picturesque Sections.

Long Island is honeycombed with good roads. The trunk lines are in good condition on both the north and south shores. With one or two exceptions where short detours are necessary, in fact, one can motor to Montauk Point in one day. All of the prominent cross connections from the south to the north shore are also in good condition. The only construction work now going on, where short detours are made necessary, is on the Merrick road between Jamaica and Springfield on the south shore and between Port Jefferson and Riverhead on the north shore.

A great many prominent New Yorkers have large estates and beautiful homes on Long Island who will keep them open until after Thanksgiving and the social activities among the country clubs, together with the polo game and cross country fox hunts, makes Long Island an ideal place to tour during the fall months.

The bureau of tours of the Automobile Club of America gives a resume of up to date road conditions as follows:

From New York the best way is to just beyond Peace Monument on Hillside avenue, Jamaica, turn right on Queens road, run to Queens, there turn left and take right fork into the Beth Park turnpike.

The Rockaways and Long Beach are prominent resorts on the south shore and can be reached by crossing the Queensboro Bridge, then running out the Queens Boulevard to Hillside avenue, where a left turn is made, and about a half mile beyond there is a right turn at the Peace Monument and the Merrick road is followed to Valley Stream, Lynbrook or the Rockaways.

For Long Beach continue to Rockville Center then run south through Christian Hook to Long Beach. On Saturdays, Sundays and holidays the above route is terribly congested. The congestion can be avoided by going straight out Hillside avenue, passing the Peace Monument to the Queens road, where a right turn is made running due south to the Village of Queens, then east on the Hempstead turnpike to Hempstead, turning south on Hempstead avenue to Rockville Center. Motorists going further down the south shore can take Greenwich street out of Hempstead to Freeport, Merrick avenue to Merrick, Hicksville road to Massapequa, and Broadway from Farmingdale to Amityville. For Babylon and points beyond on the south shore, to avoid congestion, continue straight on from Hempstead to Farmingdale, then over the Farmingdale road. The Farmingdale road is only a dirt road in fair condition during the summer months, but should be included in the state system and resurfaced so that it can be used the year round, as it is one of the most prominent trunk line connections on the island. From Babylon on through Bayshore, Islip, East Islip, Sayville, Bayport, Patchogue, Moriches, West Hampton, Hampton Bays, Southampton and Easthampton to Amagansett is hard surfaced road in excellent condition. A great many motorists like to

Back on Broadway



F. C. MATTERN.

With the Port headquarters back on Broadway, F. C. Mattern, head of the local organization, is happy again.

"It's where it belongs and where it will stay," said the fiery little manager when he made the interesting announcement. To be a few feet off Broadway while he was waiting for his present quarters to be vacated didn't suit Mattern a bit.

On Broadway is where he wanted to be and on Broadway he established himself. Having put a lot of "pep" behind Port sales from the moment he took over the New York agency, Mattern feels he will be able now to travel at a faster clip and make the car even more popular than it is already.

The new salesroom is at 1872 Broadway, near Sixty-second street, and it's a beauty.

go out to Montauk Point, the extreme end of Long Island, especially now that the Government military camp is located there. Connections are made with Sag Harbor and Shelter Island by going north from Bridgehampton to Sag Harbor or from Easthampton to Sag Harbor, where a long causeway is crossed to North Haven, then a ferry taken from Shelter Island to Greenport via Manhasset. Fair roads run from the trunk lines to points all along Great and Little Peconic bays.

If one is in a hurry to get down to the east end of Long Island the preferable way is to continue straight out Hillside avenue to the Rocky Hill road, where a right turn is made at the greenhouses and the Jericho turnpike followed through Mineola, Jericho, Woodbury, Commack, Smithtown and Smithtown Branch to Coram. From Coram due east the road runs through Middle Island and Ridgeville to Riverhead and is a country dirt road honed up after rains and generally kept in fair condition. If hard surface is preferable, turn right at Coram and run south to Patchogue, then east over the South Shore road.

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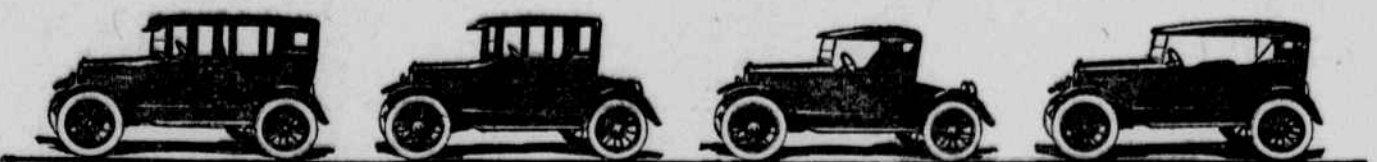
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365 days are a service year with Chandler.

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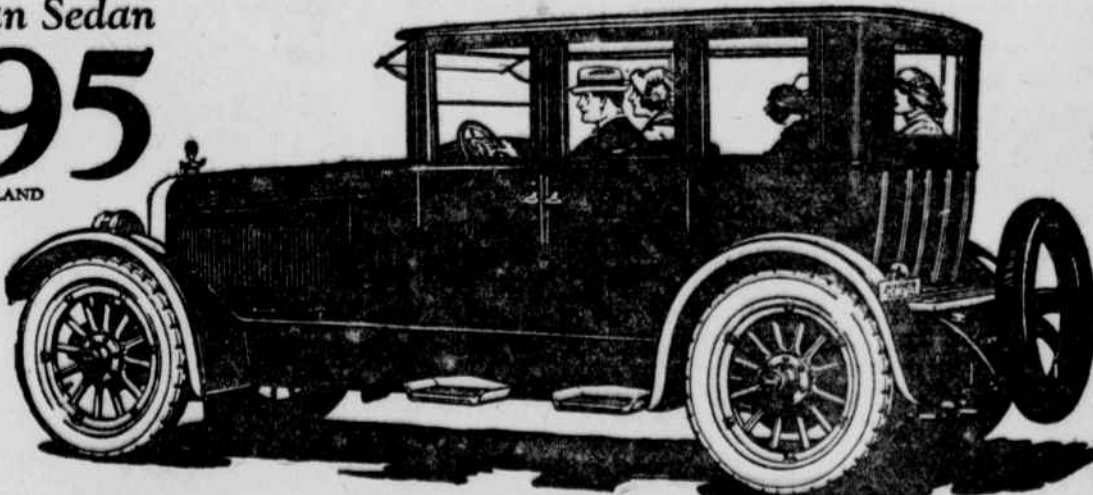
Women like the way it steers, the way it brakes, the way it rides.

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